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**EUROPEAN PATENT APPLICATION**

21 Application number: **89121230.0**

51 Int. Cl.<sup>5</sup>: **F16H 55/06, C21D 9/32,**  
**C23C 8/04**

22 Date of filing: **16.11.89**

30 Priority: **16.11.88 JP 290861/88**

43 Date of publication of application:  
**06.06.90 Bulletin 90/23**

84 Designated Contracting States:  
**DE GB**

71 Applicant: **NISSAN MOTOR CO., LTD.**  
**No.2, Takara-cho, Kanagawa-ku**  
**Yokohama-shi Kanagawa-ken 221(JP)**

72 Inventor: **Fushimi, Shinji**  
**11-3, Uragamidai 3-chome**  
**Yokosuka-shi Kanagawa-ken(JP)**  
Inventor: **Nakanishi, Eizaburo**  
**P.C Kanazawahakkei, 28 Deiki 1-chome**  
**Kanazawa-ku**  
**Yokohama-shi Kanagawa-ken(JP)**

Inventor: **Kawabe, Kunitsugu**  
**4-8, Hirasaku 7-chome**  
**Yokosuka-shi Kanagawa-ken(JP)**  
Inventor: **Ogura, Masayoshi**  
**20-6, Higashikashiwagaya 6-chome**  
**Ebina-shi Kanagawa-ken(JP)**  
Inventor: **Uchiyama, Noriko**  
**1334-12, Kamimiyada Minamishintaura-machi**  
**Miura-shi Kanagawa-ken(JP)**

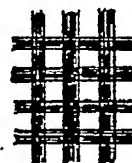
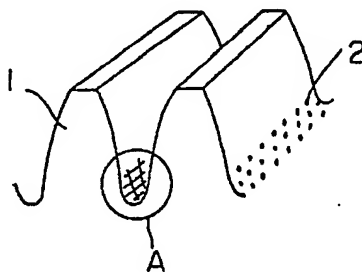
74 Representative: **Patentanwälte Grünecker,**  
**Kinkeldey, Stockmair & Partner**  
**Maximilianstrasse 58**  
**D-8000 München 22(DE)**

54 **High strength gear.**

57 A high strength gear is provided. This gear is given carburizing or carbo-nitriding treatments. The effective hardening depths of bottom lands and rounding portions at the root of the gear teeth are controlled to a certain value less than eighty percent of that of the tooth surfaces on the pitch circle of the gear to improve the mechanical strength thereof.

**FIG.6 (a)**

**FIG.6 (b)**



## HIGH STRENGTH GEAR

BACKGROUND OF THE INVENTION

## 1 Technical Field

The present invention relates generally to a high strength gear which is suitable for automotive vehicles, fork lift trucks, textile machinery, machine tools, and agricultural machinery, for example.

## 2 Background Art

Usually, gears for applications such as mentioned above are given a surface hardening to improve fatigue properties thereof. For such surface hardening treatments, it is well known in the art that after carburizing (or carbo-nitriding) is applied to case hardening steels, (for example, JIS S20CK, SNC815, ANCM815, SCr420, and SCM420) abnormal surface layers caused by process are typically treated by shot peening to improve their fatigue properties. High-intensity shot peening is applied to steels with an abnormal surface layer with a special steel shot, made of a case hardening steel of a pre-adjusted chemical composition. Austenite, created in the outer most surface layer when a steel is quenched during carbo-nitriding treatment, is retained over several tens percentage of the surface area and shot peening is given thereto at a room temperature, converting surface retained austenite into martensite due to strain transition caused by the stress produced by shot peening (disclosed in "SAE paper" 821102, 1982).

The relationship between the depth of the carburized or carbo-nitrified case (the outer surface of the steel) and impact resistance and fatigue properties which prevent bending at the root of a gear is well known in the art as shown in Figs. 1, 2(a), and 2(b). It will be appreciated that impact strength (a Charpy impact value) becomes greater as the hardened layer becomes closer to the surface and the fatigue strength greatest when the depth of the hardened layer is at a depth of about 0.2 to 0.4 mm (in case of module of 3 through 2.25).

Usually, reference values, recommended by the Gleason Company, and shown in Fig. 3, are used for determining the hardening depth for gear material. These reference standards are well known in the art. When designing gears, the effective hardening depth is determined according to module, in other words, according to the pitch diameter of the gear divided by the number of teeth. Hardness values in this case are determined so as to satisfy that the collapse strength of tooth surfaces can stand against transmission pressure from a counter-part gear, as well as spalling strength and pitting strength requirements. The 'effective' hardening depth is defined as the depth at which a material achieves a hardness of 550Hv usually, an effective hardening depth for a gear having a module of 1 to 2 is 0.6 to 0.8 mm, while an effective hardening depth for a gear having a module of 4 is 0.9 to 1.2 mm. It will be noted that only the depth at which a carburized case achieves a hardness of 550Hv is considered in the art to be the 'effective' hardening depth and, although a carburized layer may reach a certain depth, the effective hardening depth is considered nil unless it attains a hardness value of 550Hv.

It is well known in the art if a gear is given conventional gas-carburizing or gas-carbo-nitriding so that an effective hardening depth D is achieved on the pitch circle the effective hardening depths of bottom lands and rounded portions at the root of the gear tend to be shallower than on the pitch circle ( $0.8D$  to  $0.9D$ ) because the treatment gas does not flow around those portions well.

An automotive vehicle of today requires high strength gears, especially in the transmission system thereof. These high-strength gears provide great improvement in power performance. It is preferable that high strength gears are designed without increasing the size thereof to prevent the height and weight of the vehicle from increasing. These high strength gears can meet the needs of high performance, miniaturization, and are light weight. Therefore, in carburized gear technology, the development of high strength gears is the most important theme.

However, in gears given the conventional carburizing or carbo-nitriding treatments, a practical technique for optimally varying the hardening depths of the tooth surfaces, the bottom land, and the rounded portion at the root of each tooth has not yet been established. If the depth of the carburized or carbo-nitrified case is set to be relatively shallow in view of the fatigue strength necessary to resist bending of the bottom lands and the rounded portions at the root of the gear teeth, then, pitting, due to surface impact of tooth surfaces, and spalling tend to occur, which can cause a gear to break.

Other types of high strength gears are therefore sought, and it is to this end that the present invention is directed.

## 5 SUMMARY OF THE INVENTION

It is an object of the present invention to provide a high strength gear which has improved wear resistance for tooth surfaces as well as improved impact resistance and fatigue properties to guard against the bending of bottom lands and the rounded portions at the root of the gear. High quality is also sought to prevent pitting due to fatigue and spalling from occurring on the tooth surfaces.

According to one aspect of the present invention, there is provided a high strength gear which comprises a first section defining a major portion of the gear, a second section defining a toothed surface which includes the pitch circle of the gear to which carburizing is applied, and a third section, defining a surface to which carburizing is applied, extending from bottom lands to rounded portions at the root of the gear teeth, the effective hardening depth thereof being less than eighty percent of that of the pitch circle.

Carbo-nitriding may be carried out instead of carburizing.

According to another aspect of the invention, there is provided a method for producing a high strength gear which comprises the steps of, providing gear material having teeth of a given geometry, and carburizing the gear material to provide an effective hardening depth to bottom lands and tooth roots which is less than eighty percent of that of the toothed surface of the pitch circle.

According to further aspect of the invention, there is provided a method for producing a high strength gear which comprises the steps of, providing gear material having a given geometry, carburizing or carbo-nitriding the gear material, and working the carburized or carbo-nitrified gear material to form the gear such that the effective hardening depth of bottom lands and root portions of teeth is less than eighty percent of that of the toothed surface of the pitch circle.

According to still further aspect of the invention, there is provided a method for producing a high strength gear which comprises the steps of, providing gear material having a given geometry, disposing chillers within spaces between teeth formed in gear material, and carburizing or carbo-nitriding the gear material so as to provide an effective hardening depth to bottom lands and root portions of teeth of the gear material which is less than eighty percent of that of the toothed surface of the pitch circle.

## BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a graph which shows a relationship between impact strength and effective hardening depth in a prior art gear.

Figs. 2(a) is a graph which shows a relationship between bending fatigue strength and case depth in a prior art gear.

Fig. 2(b) is a graph which shows a relationship between fatigue strength and hardening depth in a prior art gear.

Fig. 3 is a graph which shows recommended case hardening depths for a gear relative its module.

Fig. 4 is a cross-sectional macro metallographic which shows a tooth portion of a gear which is forged after a round bar of gear material has been carburized.

Fig. 5 is a graph which shows the hardness of the tooth portion of the gear shown in Fig. 1.

Fig. 6(a) is a perspective view which shows metal plating and a carburizing preventive applied to the teeth of a gear

Fig. 6(b) is an enlarged view which shows the bottom land A shown in Fig. 6(a).

Fig. 7(a) is a perspective view which shows a chiller disposed on the bottom lands of gear material.

Figs. 7(b) and 7(c) are view which show the arrangement of the chiller shown in Fig. 7(a).

Figs. 8(a), 8(b), and 8(c) are sectional views which show the case depth of a tooth of a gear according to plasma carburizing.

Fig. 9 is a graph which shows the relationship between the amount of dilute and effective hardening depth.

Figs. 10 through 13 are cross-sectional macro metallographics which show tooth portions of gear test specimens A, B, C, and D.

Fig. 14 is a graph which shows the sectional hardness of the bottom lands of gear test specimens A, B, C, and D shown in Figs. 10 through 13.

Fig. 15 is a graph which shows fatigue strength against bending for the root portions of gear test

specimens A, B, C, and D.

Fig. 16 is a front view which shows an impact testing machine for a gear.

Fig. 17 is a graph which shows the results of impact tests performed by a testing machine such as shown in Fig. 16.

#### DESCRIPTION OF THE PREFERRED EMBODIMENT

The present invention comprises a high strength gear which is given carburizing or carbo-nitriding. This high strength gear is such that the effective hardening depth of the bottom lands and rounded portions of the root of the gear is controlled to a certain value less than eighty percent of the effective hardening depth for tooth surfaces on the gears' pitch circle. This construction has several advantages over the prior art.

Materials for the high strength gear according to the invention may be case hardening steels such as S-CK, SNC, SNCM, SCr, SCM according to JIS (Japanese Industrial Standards) and other steels which include the proper additional alloy content. Methods of carburizing and/or carbo-nitriding are not limited to a particular process. For example, any of the standard processes such as, RX-gas carburizing, gas carbo-nitriding, vacuum carburizing, simple gas carburizing using a solid carburizer or fluidized-bed gas-carburizing may be used. Additionally, the hardness of the carburized case of the gear can be controlled as required, in a manner that, as cementite is precipitated and dispersed on tooth surfaces according to high density carburizing, the amount of precipitation to the bottom lands is controlled, or, cementite is prevented from precipitating to the bottom lands, thereby affecting the relative hardness of each portion of the gear according to the amount of cementite precipitated thereon.

It is preferable that the effective hardening depth of the bottom lands and the rounded portions at the root of the gear is relatively shallow, for example, 0.2 through 0.6 (mm) so as to obtain high fatigue properties thereof. Additionally, the effective hardening depth of the tooth surfaces on the pitch circle should be, for example, 0.6 through 3.0 (mm) so as to have the necessary impact strength required against pressure acting on the tooth surfaces (however, the effective hardening depths of the bottom land and the rounded portion of the root is preferably less than eighty percent of that of the tooth surfaces, that is to say, the 'bottom land or root/tooth surface' hardness ratio is optimally between 0:10 to 7.9:10. If the effective hardening depth of the bottom land and the rounding portion of root of the gear is greater than or equal to eighty percent of the effective hardening depth of the tooth surface at the pitch circle the following problems arise. For example, if the gear were manufactured with a uniformly shallow carburized case in view of the fatigue properties required of the bottom land and the root portion, and the hardness ratio of the these portions were eighty percent or greater of the hardness of the tooth portions, the impact and wear resistant properties of the tooth portions would be insufficient, in effect, the gear teeth would be 'too soft' causing the gear to deform and eventually break. Alternatively, were the gear to be made with a relatively deep carburized case in view of the impact and wear and impact resistant properties required of the gear teeth, and again, the hardness ratio of the root and bottom land portions were greater than eighty percent of the hardness of the tooth portion, the fatigue properties required by the root and bottom land portions of the gear would be insufficient as these portions would be 'too hard' to resist fatigue effectively.

Accordingly, the following treatments can provide a high strength gear which has an effective hardening depth at bottom lands and the rounded portions at the root of the gear teeth, these portions being controlled to a certain value less than eighty percent of the effective hardening depth of the tooth surface at the pitch circle (this percentage may include zero percent).

A first method is provided which varies the depth and forming rate for the carburized or carbo-nitrified case of gear material when the material is forged into a gear.

After a round bar of gear material is given typical gas-carburizing (for example, 930°C X 5H) or carbo-nitriding (for example, 870°C X 3H), the round bar is hot or warm forged utilizing the treatment temperature. Subsequently, after the forged gear material is immersed into a neutral salt bath having a quenching temperature of 840°C for example, it is quenched in an oil bath having a temperature of 80°C for example.

Referring to Fig. 4, a cross-sectional macro metallographic is shown of a gear tooth, including a tooth surface, a bottom land and a rounded portion, to which the above working and quenching was applied. Fig. 5 shows the relationship between the depth of the treated layer for each portion and its hardness, in other words, the hardness distribution of a cross-sectional portion of the tooth. It will be appreciated that the effective hardening depths of a tooth surface on the pitch circle, a bottom land, and a rounding portion of root are 0.79 mm, 0.53 mm (about 67 percent of the effective hardening depth of the tooth surface), and 0.29 mm (about 37 percent of the effective hardening depth of the tooth surface) respectively (in a case where Hv = 550). By varying a depth in the carburized case of the carbo-nitrified case of the round bar material and the forming rate when teeth are forged, the effective hardening depths of the tooth surface on

the pitch circle, the bottom land, and the rounding portion of root can be changed.

A second method is provided which controls the surface area subject to carburizing through the use of metal plating or an applied pattern of carburizing preventives.

Fig. 6(a) shows tooth portions of a gear on which metal plating 1 (for example, copper plating) and a carburizing preventive 2 have been disposed. The metal plating 1 covers the bottom land to the rounded portion of root of the gear material with a mesh pattern to limit the surface area exposed to the carburizing process. The carburizing preventive 2 is applied to the same portion of an adjacent gear tooth in a polka-dot pattern and serves substantially the same purpose. A variety of name band carburizing preventatives are commercially available and may be used, for example.

Fig. 6(b) shows the mesh pattern of the metal plating 1 of Fig. 6(a) in detail. For example, a mesh pattern wherein the width is 1.0 mm and the gap is 1.0 mm is preferable.

After applying the metal plating or the carburizing preventive to the gear material, the carburizing treatment or the carbo-nitriding treatment is given. In this case, the total area of the metalized layer or the carburizing preventive can be controlled to set the effective hardening depth of the bottom land and the rounding portion of root as desired.

A third method is provided through the control of the dimensions and geometry of a chiller.

As is well known in the art, a chiller is used for preventing gear material from being carburized. Referring to Fig. 7(a), a chiller of one embodiment of the invention is shown. This chiller 3 has a plurality of grooves 3a on its outer surface, for example, a chiller may be made of bronze, with a groove width of 0.5 mm, and a groove depth of 0.5 mm (alternatively a chiller made in a rod-shape with a plurality of holes bored in the surface thereof may also be used). A plurality of chillers 3 are, as shown in Figs. 7(b) and 7(c), disposed within each tooth space so as to contact with a bottom land and the respective rounded portions of the tooth roots and are fixedly connected to each other by means of linkages 4. Subsequently, carburizing or carbo-nitriding is performed on the gear. According to this method, the dimension of the groove 3a (or bore) affects the effective hardening depth and can be varied by selecting appropriately sized chillers 3 to control the effective hardening depth of the bottom land and the rounding portion of root as desired.

A fourth method is provided which controls the rate of dilution (i.e., concentration) of a carburizing preventive (inhibitor).

It is well known in the art that carburizing preventives (for example, the brand name CONDURSAL or NO-CARB) may be applied to a particular portion of an article which is to be carburized or carbo-nitrified to prevent the carburizing or the carbo-nitriding from occurring on some part of the article. However, if such a carburizing preventive is used, the effective hardness depth at that portion becomes zero. In this method the depth of the carburized or the carbo-nitrified case cannot be controlled variably. Accordingly, various experiments were carried out by way of developing a high strength gear according to the invention with this method. The results of the experiments showed that it is better that a diluted carburizing preventive (controlled in concentration) be applied to tooth portions so as to obtain a variable depth of a carburizing case or a carbo-nitriding case for the parts of a gear under treatment. A carburizing preventive which is diluted to a particular concentration may be applied to tooth surfaces on the pitch circle or, if a relatively deep case is desired, no carburizing preventive need be applied, and a carburizing preventive which is less diluted than that applied to the tooth surface is applied to bottom lands and rounding portions of root of the gear. It is preferable that a thickener be added to the carburizing preventive, as required, to compensate for the viscosity which is lost due to dilution so as to obtain a viscosity adequate for adhering to the portions of a gear to be treated without running or dripping. As such a viscosity agent, glyceline  $[\text{CH}_2(\text{OH})\text{CH}(\text{OH})\text{CH}_2(\text{OH})]$  may be used.

In this way, since a high rate of dilution of the carburizing preventive which is supplied to the gear causes the effective hardening depth of the gear after carburizing or the carbo-nitriding to become greater, as shown in Fig. 9, the rate of dilution of the carburizing preventive can be varied to control the effective hardening depths in the bottom lands and the rounded portions at the root of the gear as desired.

A fifth method is provided which varies the treatment conditions of the carburizing or carbo-nitriding process.

For example, in plasma carburizing (i.e., ion carburizing) voltage, current, atmospheric pressure, the mixing ratio of gas, and the inflow direction of gas can be changed as shown in the table I to control effective hardening depth in tooth portions 1 variably as shown in Figs. 8(a), 8(b), and 8(c).

A sixth method is provided which polishes or grinds gear material.

After gear material is given typical carburizing or carbo-nitriding treatment, bottom lands or rounded portions at the root of the gear teeth can be polished or ground selectively by way of a physical polishing process such as a shot peening, chemical polishing such as electrolytic polishing, and/or mechanical

grinding with a tool made of a CBN (a cubic boron nitride), for example, to physically grind the bottom lands and the rounded portions at the root of the gear teeth to leave the desired hardening depth. In this instance, gear material is preferably provided which has sufficient thickness to allow grinding as necessary.

### Example

As an example, test gear specimens were prepared according to the table II below.

TABLE II

specifications	dimensions
Kind	bevel gear
Material	JIS SCr420H
Module	4.25
Pressure angle	22°30'
Pitch cone distance	38.84 mm
Face width	13.77 mm
Pitch diameter	45.14 mm

As carburizing preventives CONDURSAL (by Park Chemical, USA) and NO-CARB were used. CONDURSAL was diluted with xylene while NO-CARB was diluted with water.

Prior to carburizing the test gear specimens, a diluted carburizing preventive was applied to the surface of a round bar made of JIS SCr420H material. After the round bar was dried, it was preheated for three hours until a temperature of 920°C was reached and then carburized at 920°C for five hours in RX gas after which it was air cooled for 20 min. to a temperature of 860°C after which it was quenched in an oil bath of 80°C. The relation between the dilution ratio of the carburizing preventive and the effective hardening depth was measured, the results are given in Fig. 9. It will be appreciated that increase in the liquid volume of the dilutant relative the carburizing preventive causes the effective hardening depth to increase.

While a carburizing preventive can be diluted to obtain a desired depth for a carburizing case in the above manner, a thickener was also added to the diluted carburizing preventive to adjust the viscosity thereof in this example because diluted carburizing preventive applied to the surface of material tends to run or drip. A glyceline which does not impinge upon the carburizing properties of the treatment may be used as a thickener.

Accordingly, a carburizing preventive, the ratio of dilution of which has been adjusted, was applied to bottom lands and rounded portions at the root of the gear teeth on the test gear specimens given in table II. After the diluted preventive on the test specimens was dried, carburizing treatment with RX gas was applied thereto.

Referring to Figs. 10 to 13, cross-sectional macro metallographics of tooth portions of the test gear specimens given carburizing treatments are shown. Fig. 10 shows a test gear specimen to which no treatment for preventing the bottom lands and the rounded portions of the root thereof from being carburized was given (hereinafter referred to as specimen A). Fig. 11 shows a test gear specimen in which carburization of the bottom lands and rounded portions at the root of the teeth thereof was inhibited by application of a carburizing preventive which had been diluted by a preventive/diluent ratio of 0.5:1 (hereinafter referred to as specimen B). Fig. 12 shows a test gear specimen to which a carburizing preventive diluted by 1:1 was applied at the bottom lands and rounded portions thereof (hereinafter referred to as specimen C). Fig. 13 shows a test gear specimen to which a carburizing preventive diluted by a preventive/diluent ratio of 2:1 was applied at the bottom lands and rounded portions thereof (hereinafter referred to as specimen D).

As is clear from Figs. 10 to 13, the more a carburizing preventive is diluted, the greater the depth of the carburized case of the gear material.

Referring to Fig. 14, the cross-sectional hardness of the bottom lands of specimens A, B, C, and D are

shown. This graph shows that the effective hardening depth of the bottom land of specimen A is 0.83 mm, the effective hardening depth of the bottom land of specimen B is 0.55 mm (this depth is about 66.3% of that of the tooth surface), the effective hardening depth of the bottom land of specimen C is 0.34 mm (this depth is about 41.0% of that of the tooth surface), and in specimen D, while the bottom land is carburized slightly, to a depth of about 0.2mm, the effective hardening depth is zero because, although carburized to a certain depth, the preventive prevents the carburizing process from hardening the material sufficiently, (to a value of 550Hv) as seen in Fig. 14.

Referring to Fig. 15, fatigue properties (S-N curve) of roots of tooth of the specimens A, B, C, D and a test gear specimen E each having a different effective hardening depth are shown. A fatigue test was carried out wherein load is given to a side wall of a tooth repeatedly with a frequency of 50 Hz. Specimen E is the same as specimen C which has been given the above load after shot peening (arc-height = 0.4 mm, coverage = 300%, shot diameter = 0.8 mm).

It will be appreciated that the fatigue strength of specimen E, to which shot peening was applied, is the greatest. A hard shot peening under different test conditions (arc-height = 0.7 to 1.0 mm) may be provided to further improve the fatigue properties. Otherwise, fatigue strengths increase from specimen B, through C to specimen D in that order. Each of these specimens is stronger than specimen A which has conventional mechanical properties. It will be appreciated that the fatigue limit of treated test gear specimens increased more than 100% as with specimen E, and fatigue strength reached a level an additional 25% higher at the point  $10^5$  during the test.

Referring to Fig. 16, an impact testing machine for a gear is shown. This machine includes a base 6, a stationary gear 6 fixedly mounted on the base, a rotatable arm 8, a movable gear 9 fixedly mounted on the rotatable arm. The stationary gear 6 and the movable gear 9 mesh with each other. Impact on the rotatable arm 8 from a direction indicated by arrow P causes the arm to rotate about the axis of the movable gear in the clockwise direction, providing shock to engaging portions between the stationary gear 7 and the movable gear 9. The number of teeth broken when the shock is given to the gears is referred to as impact resistance of each gear.

Referring to Fig. 17, the results of impact tests performed three times over by the above machine are shown. The results show that the number of broken teeth in specimens B and D according to the invention are respectively less than those of the specimen A. The impact resistance of specimen A is about 1.2 times that of a conventional gear while the impact resistance of specimen D is about 1.4 times that of a conventional gear.

As described above, a gear according to the invention is carburized or carbo-nitrified so as to control the effective hardening depths of bottom lands and rounding portions at root of the gear teeth to a certain value less than eighty percent of the effective hardening depth of a tooth surfaces on the pitch circle thereof. As a result, impact resistance and fatigue properties of the bottom lands and the rounding portions of root of the gear are greatly improved compared with conventional gears. Additionally, wear resistance of the tooth surfaces of the gear is increased. This prevents undesired pitting or spalling due to fatigue of tooth surfaces or so forth from occurring, providing a high quality and high strength gear.

TABLE I

Treatment Conditions		Carburized Case
Temperature	950 ° C	In Fig. 8(a) effective hardening depth of the top of tooth 1 $d_1 = 0.33\text{mm}$
Ambient gas	$\text{C}_3\text{H}_8/\text{N}_2 = 75/25$	
Voltage	200V	
Current	2.0A	
Pressure	5Torr	
Temperature	950 ° C	In Fig. 8(b) effective hardening depth of the top of tooth 1 $d_1 = 0.57\text{mm}$ effective hardening depth of the bottom land of tooth 1 $d_2 = 0.18\text{mm}$
Ambient gas	$\text{C}_3\text{H}_8/\text{N}_2 = 75/25$	
Voltage	200V	
Current	3.1A	
Pressure	10Torr	
Temperature	950 ° C	In Fig. 8(c) effective hardening depth of the top of tooth 1 $d_1 = 0.75\text{mm}$ effective hardening depth of the bottom land of tooth 1 $d_2 = 0.37\text{mm}$ effective hardening depth of the surface of tooth 1 $d_3 = 0.52\text{mm}$
Ambient gas	$\text{C}_3\text{H}_8/\text{N}_2 = 75/25$	
Voltage	200V	
Current	3.0A	
Pressure	15Torr	

### Claims

1. A high strength gear comprising:  
a first section defining a major portion of the gear;  
a second section defining a toothed surface which includes the pitch circle of said gear to which carburizing is applied; and  
a third section, defining a surface to which carburizing is applied, extending from bottom lands to rounded portions at the root of the gear teeth, the effective hardening depth thereof being less than eighty percent of that of said pitch circle.

2. A high strength gear as set forth in claim 1, wherein said second and said third sections are given carbo-nitriding.

3. A method for producing a high strength gear comprising the steps of:  
providing gear material having teeth of a given geometry; and  
carburizing said gear material to provide an effective hardening depth to bottom lands and tooth roots which is less than eighty percent of that of the toothed surface of the pitch circle.

4. A method as set forth in claim 3, comprising the additional step of applying carburizing preventive on a given area extending from the bottom lands to the roots of teeth of said gear material so as to control a carburized depth thereof, after said gear material providing step.

5. A method as set forth in claim 3, wherein said carburizing is plasma carburizing.

6. A method as set forth in claim 5, wherein said plasma carburizing is carried out under treatment conditions in which current and pressure are varied to control the carburized depth so that the effective hardening depth of the bottom lands and the tooth roots is less than eighty percent of that of the toothed surface of the pitch circle.

7. A method as set forth in claim 3, wherein carbo-nitriding is applied in place of carburizing.

8. A method as set forth in claim 4, wherein said carburizing preventive is applied to the given area in a mesh pattern.

9. A method as set forth in claim 4, wherein said carburizing preventive is applied to the given area in a



polka-dot pattern.

10. A method as set forth in claim 4, wherein said carburizing preventive is diluted to a given concentration to provide an effective hardening depth to the bottom lands and the root portions of the gear teeth which is less than eighty percent of that of the toothed surface on the pitch circle.

5 11. A method for producing a high strength gear comprising the steps of:  
providing gear material having a given geometry;  
carburizing or carbo-nitriding said gear material; and  
working said carburized or carbo-nitrified gear material to form said gear such that the effective hardening depth of bottom lands and root portions of teeth is less than eighty percent of that of the toothed surface of the pitch circle.

10 12. A method as set forth in claim 11, wherein said working step includes grinding the surface of said gear material so that the effective hardening depth of bottom lands and root portions of teeth is less than eighty percent of that of the toothed surface of the pitch circle.

13. A method as set forth in claim 11 wherein said working step includes forging said carburized or  
15 carbo-nitrified gear material at a predetermined forming rate so that the effective hardening depth of bottom lands and tooth root portions of said formed gear material is less than eighty percent of that of the toothed surface of the pitch circle.

14. A method as set forth in claim 13, further comprising the step of immersing said forged gear in a neutral salt bath and the step of quenching it in an oil bath having a given temperature.

20 15. A method for producing a high strength gear comprising the steps of:  
providing gear material having a given geometry;  
disposing chillers within spaces between teeth formed in gear material; and  
carburizing or carbo-nitriding said gear material so as to provide an effective hardening depth to bottom lands and root portions of teeth of said gear material which is less than eighty percent of that of the toothed  
25 surface of the pitch circle.

16. A method as set forth in claim 15, wherein said chiller is a steel bar including a plurality of grooves on its surface.

17. A method as set forth in claim 15, wherein said chiller is a steel bar including a plurality of bores in its surface.

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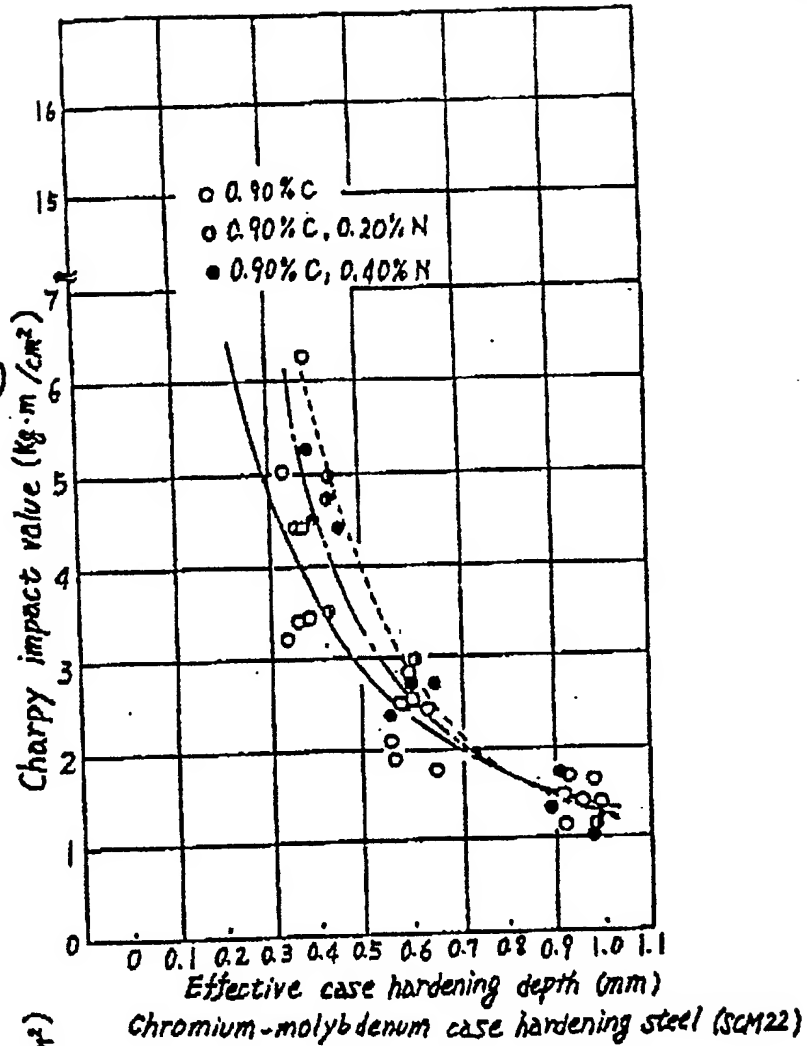
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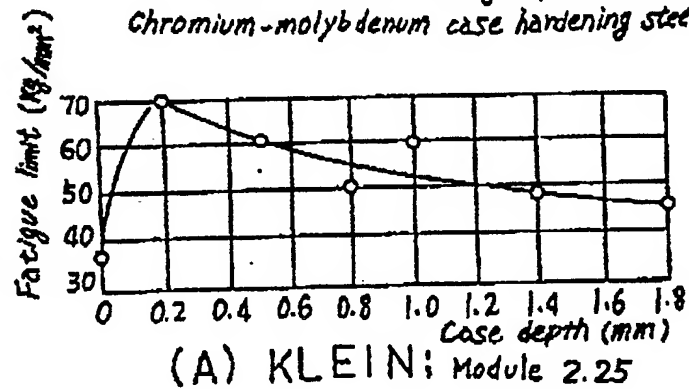
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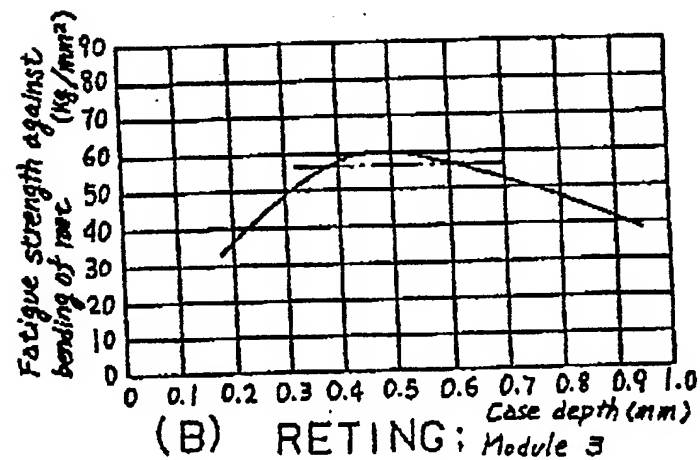
**FIG. 1**  
(Prior Art)

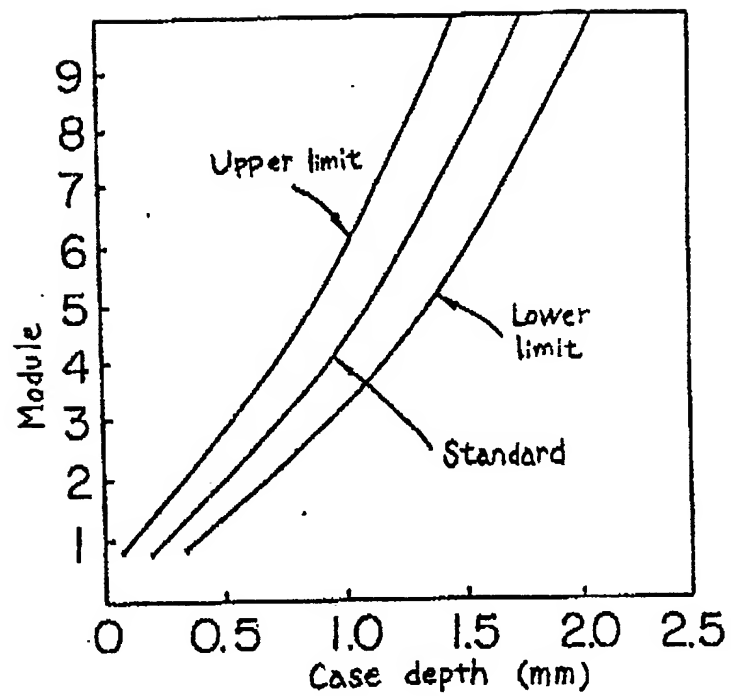


**FIG. 2(a)**  
(Prior Art)



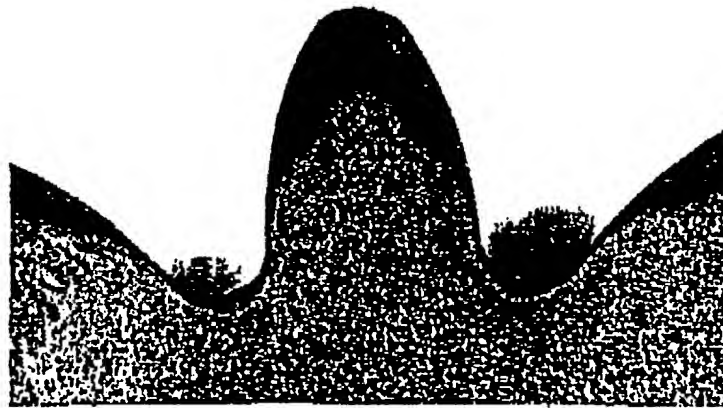
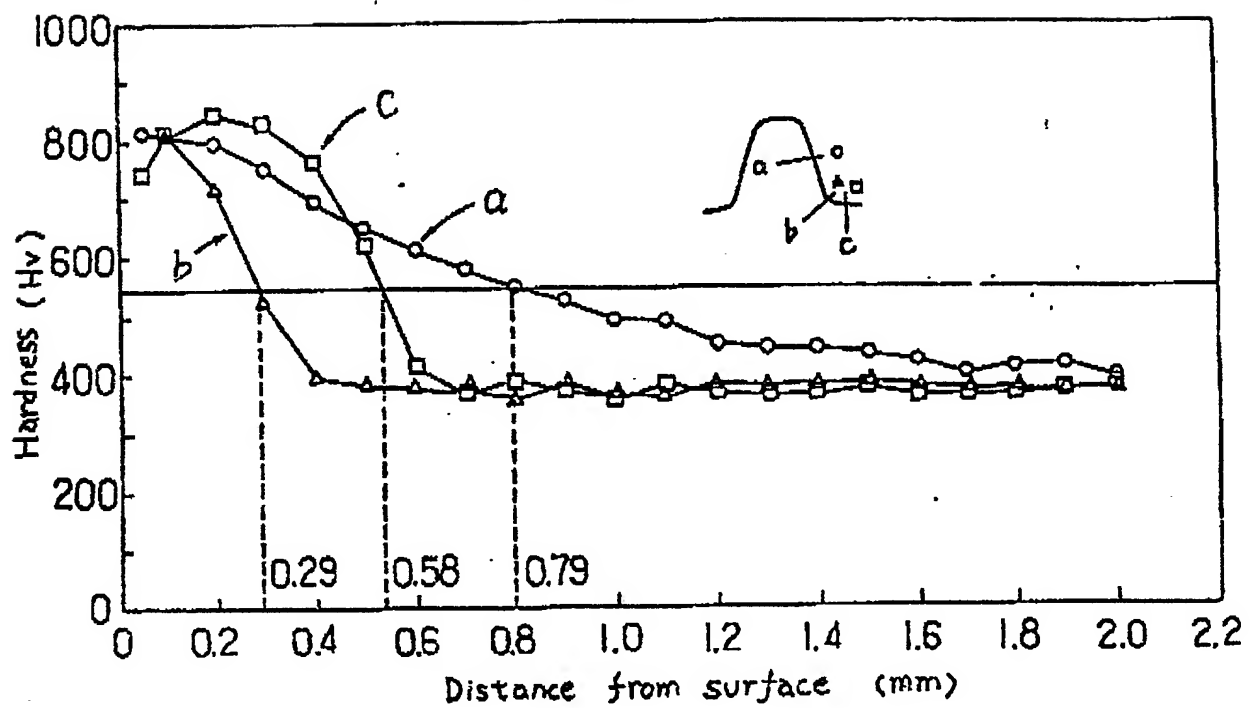
**FIG. 2(b)**  
(Prior Art)



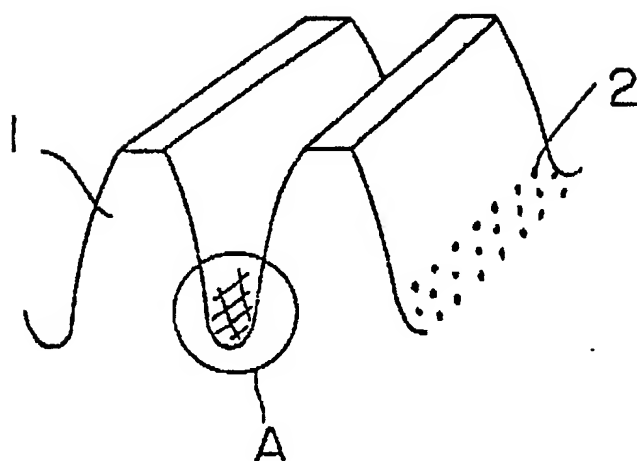


(E.C.D-HRC50)

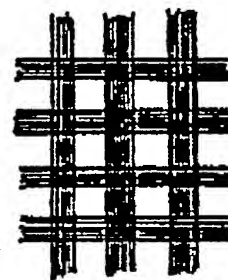
**FIG.3**  
(PRIOR ART)

**FIG. 4****FIG. 5**

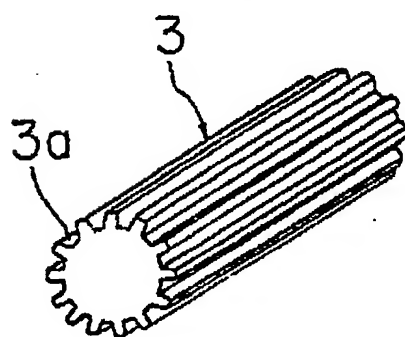
**FIG. 6 (a)**



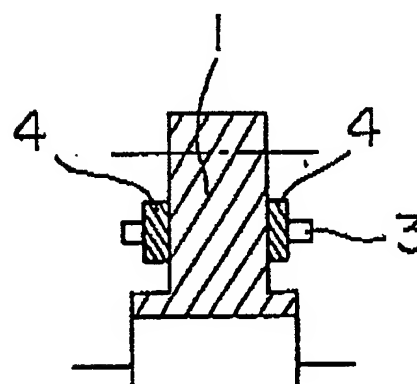
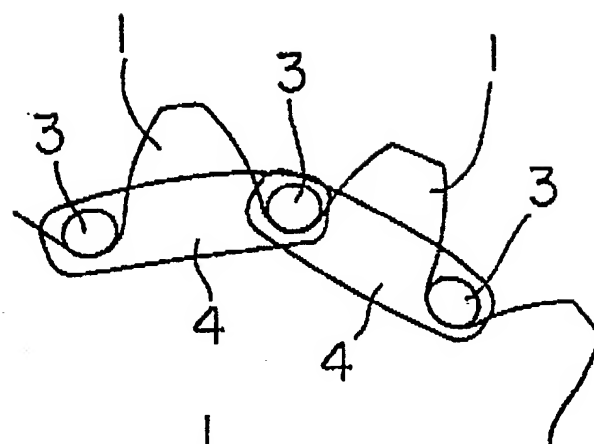
**FIG. 6 (b)**



**FIG. 7 (a)**



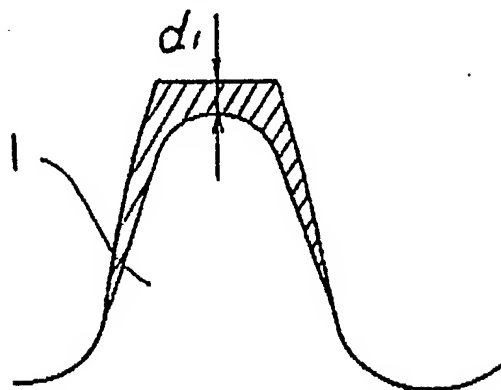
**FIG. 7 (b)**



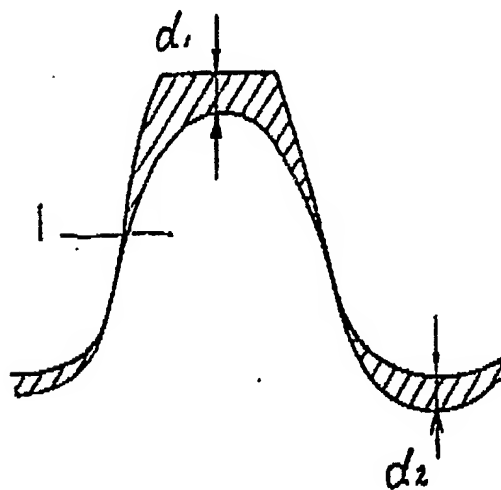
**FIG. 7 (c)**

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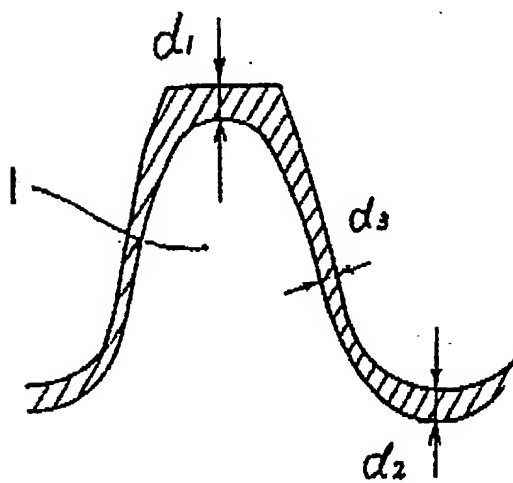
**FIG. 8 (a)**

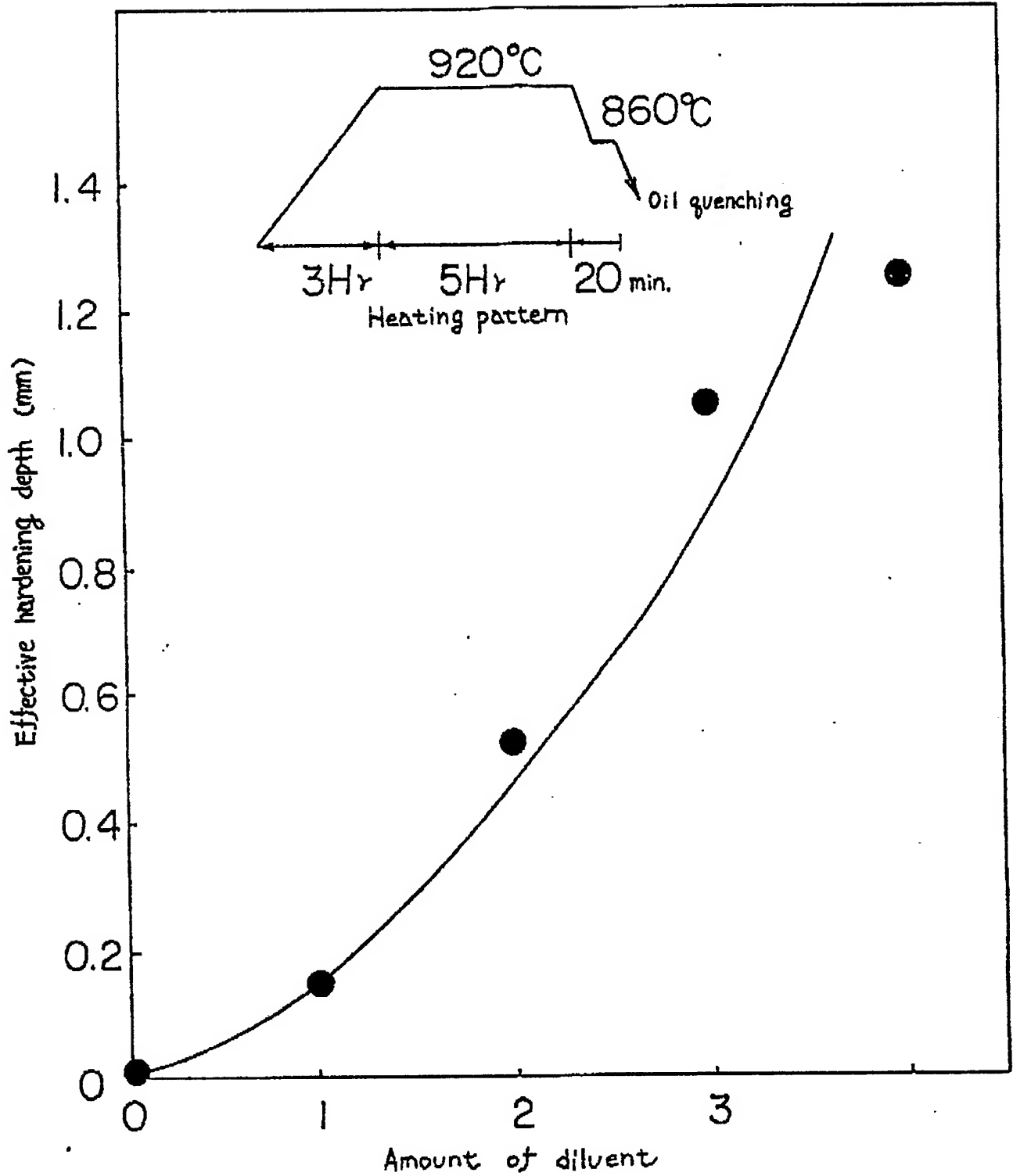


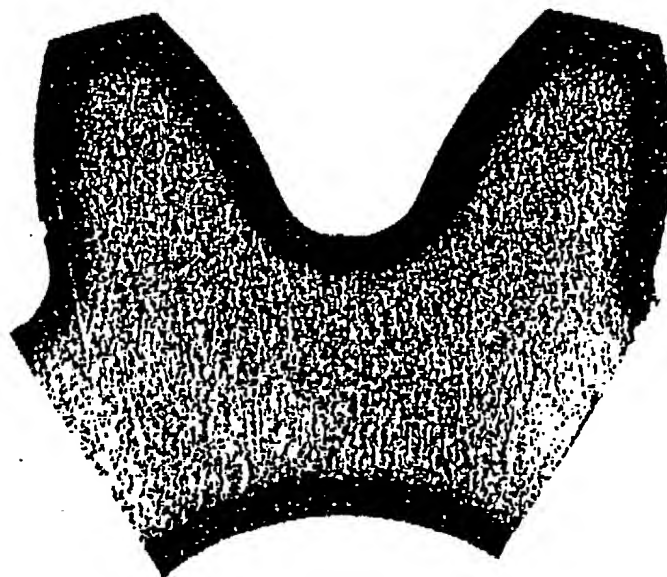
**FIG. 8 (b)**



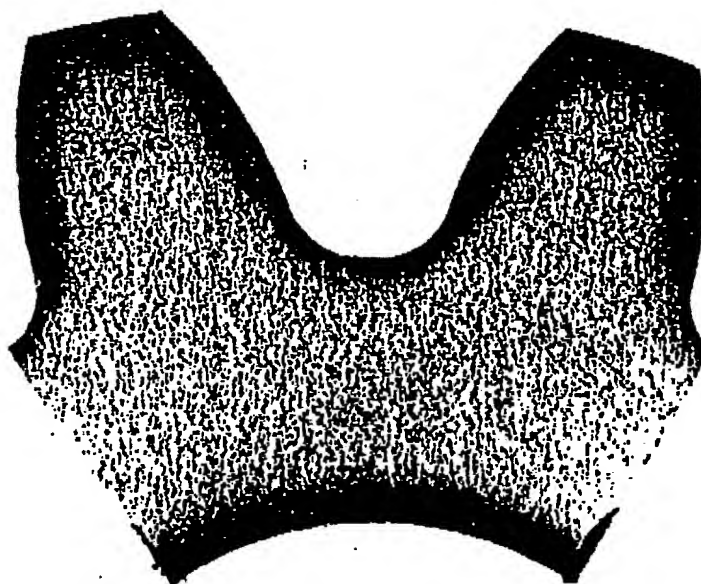
**FIG. 8 (c)**



**FIG. 9**

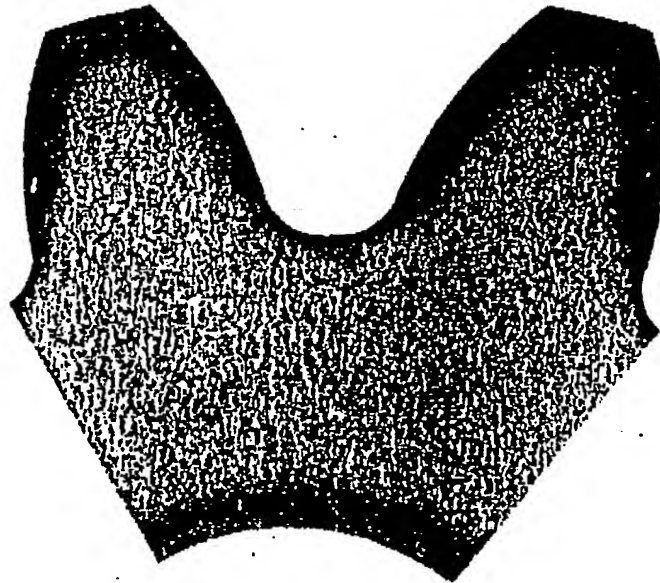


*FIG.10*

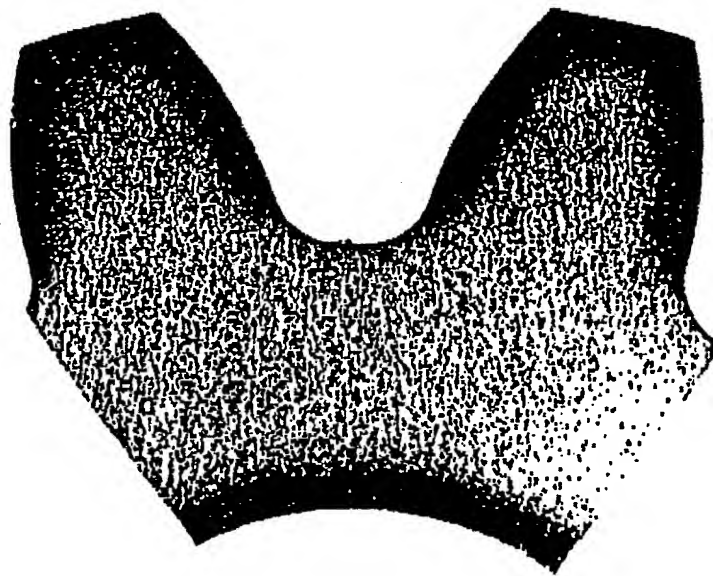


*FIG.11*





*FIG. 12*



*FIG. 13*

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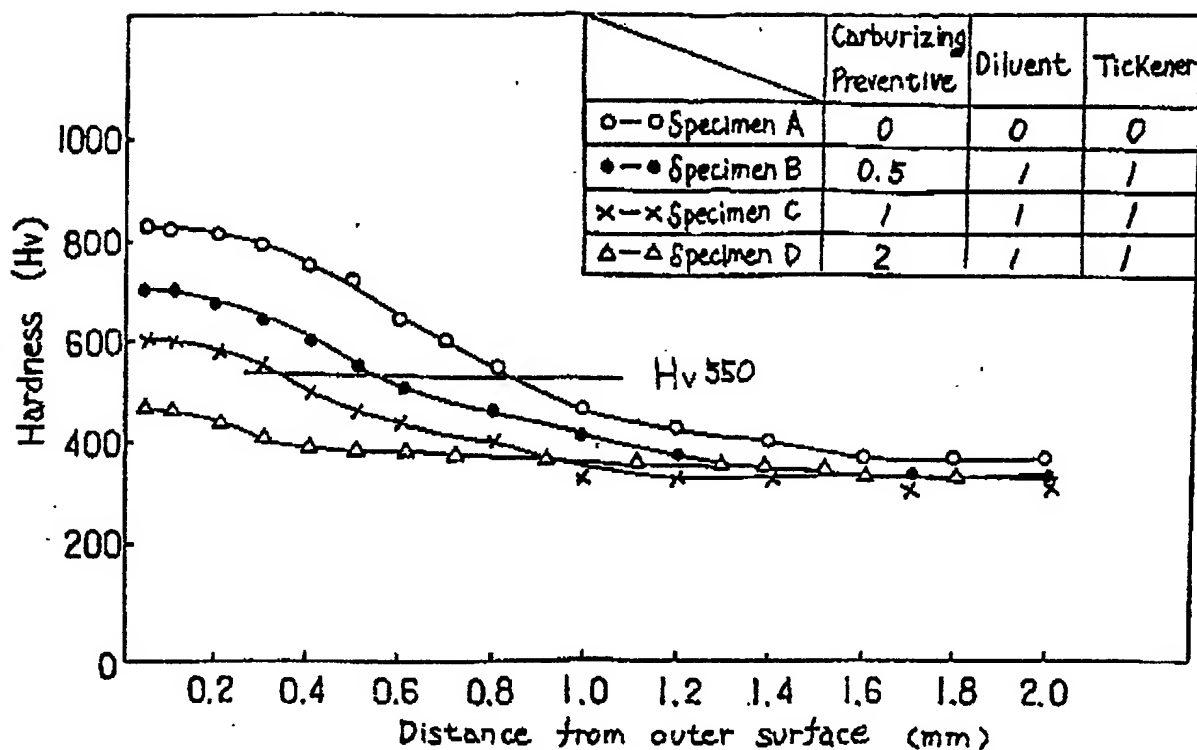


FIG. 14

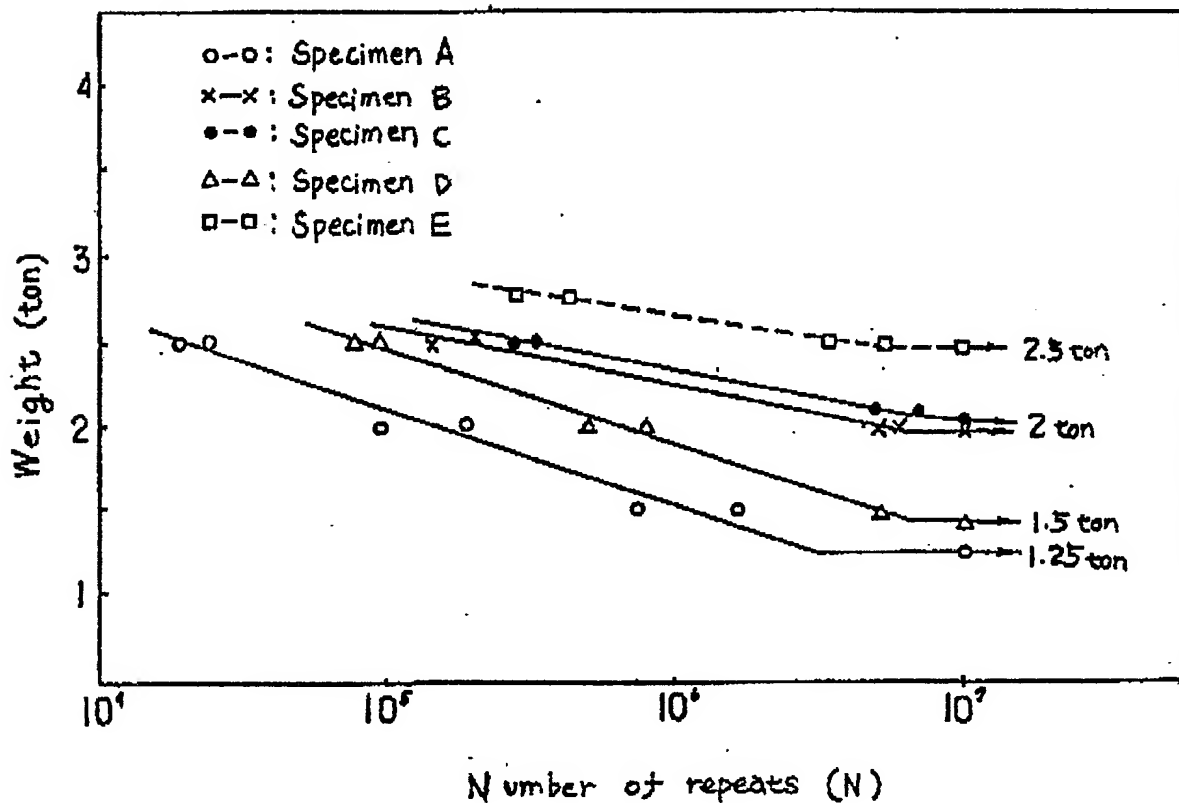


FIG. 15

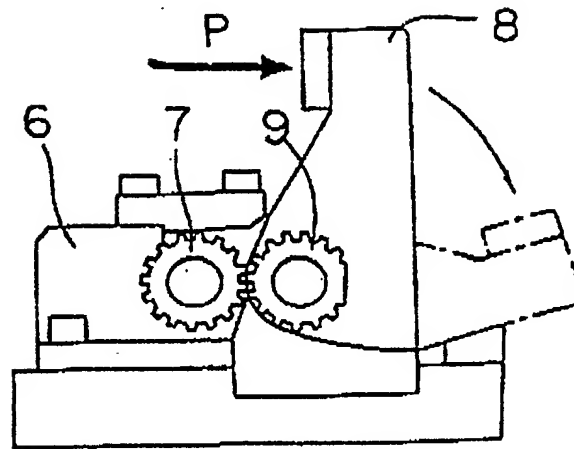


FIG. 16

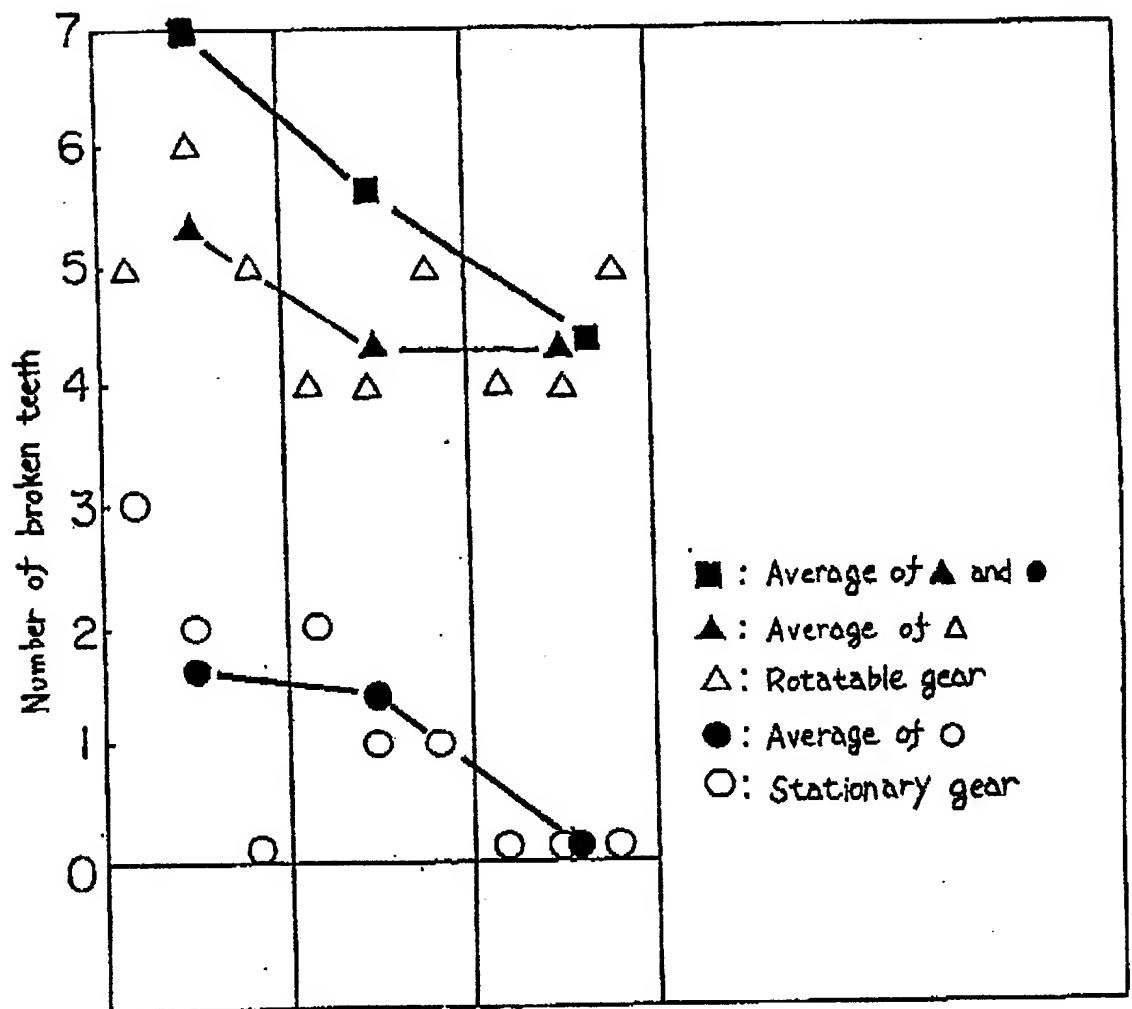


FIG. 17



DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
X	DE-C- 569 453 (ALLGEMEINE ELEKTRICITÄTSGESELLSCHAFT, BERLIN) * Page 1, lines 1-51; claims 1-2; figures 1-2 *	1,3,4	F 16 H 55/06 C 21 D 9/32 C 23 C 8/04
Y	---	2,5,6,7 ,8,9,10 ,11,12, 13,14, 15	
Y	MECANIQUE MATERIAUX ELECTRICITE, no. 359, November 1979, Paris, FR; B. PITTION: "Les déformations et les traitements thermiques des engrenages" * Page 388, paragraph 2.3; figures 8,10; paragraph 2.4 *	2,7,11, 14,15	
Y	FR-A-2 107 835 (ELEKTROPHYSIKALISCHE ANSTALT) * Page 1, lines 1-21; page 4, lines 2-10; page 6, lines 31-35; page 8, lines 23-30 *	5,6	
A	---	7	TECHNICAL FIELDS SEARCHED (Int. Cl.5)
A	FR-A-1 233 454 (PLASMA FLAME) * Figure 5; page 7, colonne 2, lines 11-23 *	4,5,6,7 ,14	F 16 H C 21 D C 23 C
Y	DE-B-1 262 731 (IBM) * Page 1, column 1, lines 1-4; claims 1-2; figures 1-3 *	8,9	
Y	GB-A- 951 089 (ROLLS-ROYCE) * Page 1, lines 8-17; claims 1-21 * --- -/-	10	
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 23-02-1990	Examiner VINGERHOETS A.J.L.
<b>CATEGORY OF CITED DOCUMENTS</b> X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons ----- & : member of the same patent family, corresponding document			



DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
Y	US-A-4 165 243 (SARNES et al.) * Abstract; summary of the invention; Claims 1-8 * ---	11,13, 14	
Y	FR-A-2 334 458 (JAHNEL GETRIEBEBAU) * Figures 1-2; claims 1-2 * ---	12	
A	GB-A-1 297 016 (ZAHNRADFABRIK FRIEDRICHSHAFEN) * Page 1, lines 58-65; claims 1-4 * ---	12	
A	GB-A- 790 890 (GLEASON WORKS) * Page 1, lines 29-35; figure 7; claims 1-9 * ---	15,17	
A	GB-A- 452 814 (W.E. SYKES) * Whole document * -----	1,3	
			TECHNICAL FIELDS SEARCHED (Int. Cl.5)
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 23-02-1990	Examiner VINGERHOETS A.J.L.
<div>CATEGORY OF CITED DOCUMENTS</div> <div>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</div> <div>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons ..... &amp; : member of the same patent family, corresponding document</div>			

**DERWENT- ACC- NO:** 1990-172766

**DERWENT- WEEK:** 199421

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**TITLE:** Carburised or carbo-nitride(s) high strength gear used in e.g. automotive vehicles, fork lift trucks, textile and agricultural machinery and machine tools

**INVENTOR:** FUSHIMI S; KAWABE K; NAKANISHI E;  
OGURA M; UCHIYAMA N

**PATENT- ASSIGNEE:** NISSAN MOTOR CO LTD[NSMO]

**PRIORITY- DATA:** 1988JP-290861 (November 16, 1988)

**PATENT- FAMILY:**

<b>PUB- NO</b>	<b>PUB- DATE</b>	<b>LANGUAGE</b>
EP371340 A	June 6, 1990	EN
JP02138554 A	May 28, 1990	JA
EP371340 B1	April 13, 1994	EN
DE 68914601 E	May 19, 1994	DE

**DESIGNATED- STATES:** DE GB DE GB

**APPLICATION- DATA:**

PUB- NO	APPL- DESCR I PT OR	APPL- NO	APPL- DATE
EP 371340A	N/ A	1989EP- 121230	November 16, 1989
JP 02138554A	N/ A	1988JP- 290861	November 16, 1988
DE 68914601E	N/ A	1989DE- 614601	November 16, 1989
EP 371340B1	N/ A	1989EP- 121230	November 16, 1989

**I NT- CL- CURRENT :****TYPE****I PC DATE**

CI PS	C21D9/ 32 20060101
CI PS	C23C8/ 04 20060101
CI PS	C23C8/ 22 20060101
CI PS	C23C8/ 32 20060101
CI PS	F16H55/ 06 20060101

**ABSTRACTED- PUB- NO: EP 371340 A****BASI C- ABSTRACT :**

High strength gear comprising; a first section defining a major portion of the gear; a second section defining a toothed surface which includes the pitch circle of said gear to which carburizing is applied; and a third section, defining a surface to which carburizing is applied, extending from bottom lands to rounded portions at the root of the gear teeth, the effective hardening depth thereof being less than 80% of that of said pitch circle. Pref. second and third sections are given a carbo-nitriding.

USE/ ADVANTAGE - The novel gears are suitable for e.g. automotive vehicles, fork lift trucks, textile and agricultural machinery, and machine tools. The novel gears have improved wear resistance for tooth surfaces and improved impact resistance and fatigue properties, reducing pitting and spalling, and bending of bottom lands and rounded portions at the root of the gear respectively.

**TITLE- TERMS:** CARBURISED CARBONITRIDE HIGH  
STRENGTH GEAR AUTOMOTIVE VEHICLE  
FORK LIFT TRUCK TEXTILE AGRICULTURE  
MACHINE TOOL

**DERWENT- CLASS:** M13 Q64

**CPI - CODES:** M13-D03A;

**SECONDARY- ACC- NO:**

**CPI Secondary Accession Numbers:** 1990-075218

**Non- CPI Secondary Accession Numbers:** 1990-134363